

"YEBISU"  
THE FAVOURITE BEER  
OF JAPAN.  
For Case of 8 Doz. ....\$16  
PURE AND PALATABLE.  
SOLE AGENTS—  
H. PRICE & CO.,  
12, Queen's Road.

# Hongkong Daily Press.

ESTABLISHED 1857.

MARTELL'S  
BRANDIES HAVE A WORLD-  
WIDE REPUTATION.  
Per Doz. ....\$26  
V.S.O.P. .... 31  
V.V.S.O.P. .... 51  
V.V.S.O.P. .... 93  
SOLE AGENTS—  
H. PRICE & CO.,  
12, Queen's Road.

NO. 14,095 號五十九百千肆萬壹第 日五初月伍年亥十二緒光 HONGKONG, FRIDAY, MAY 29TH, 1903. 伍拜禮 號政拾式月五年叁零百九千壹英時香 PRICE, \$3 PER MONTH

**WATSON'S B BRANDY**  
AN OLD HIGH CLASS BRANDY  
MUCH APPRECIATED IN  
THE COLONY.  
PRICE... ..\$27 PER CASE.

**A. S. WATSON & CO. LIMITED,**  
WINE AND SPIRIT MERCHANTS.  
ESTABLISHED 1841.

**CUTLER, PALMER & CO'S**  
FINEST BLEND "WHISKY"  
Apply to  
SIEMSEN & CO., Hongkong.

**HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.**  
TIME TABLE.  
WEEK DAYS.  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.00 a.m. Every 10 minutes.  
9.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 10.00 a.m. Every 10 minutes.  
10.00 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
11.00 a.m. to 11.30 a.m. Every 15 minutes.  
11.30 a.m. to 12.00 p.m. Every 10 minutes.  
12.00 p.m. to 12.30 p.m. Every 15 minutes.  
12.30 p.m. to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 1.30 p.m. Every 15 minutes.  
1.30 p.m. to 2.00 p.m. Every 10 minutes.  
2.00 p.m. to 2.30 p.m. Every 15 minutes.  
2.30 p.m. to 3.00 p.m. Every 10 minutes.  
3.00 p.m. to 3.30 p.m. Every 15 minutes.  
3.30 p.m. to 4.00 p.m. Every 10 minutes.  
4.00 p.m. to 4.30 p.m. Every 15 minutes.  
4.30 p.m. to 5.00 p.m. Every 10 minutes.  
5.00 p.m. to 5.30 p.m. Every 15 minutes.  
5.30 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 6.30 p.m. Every 15 minutes.  
6.30 p.m. to 7.00 p.m. Every 10 minutes.  
7.00 p.m. to 7.30 p.m. Every 15 minutes.  
NIGHT CARS.  
8.45 p.m. & 9 p.m. 9.45 to 11.15 p.m., very 1 hour.  
SUNDAY.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.00 a.m. Every 30 minutes.  
9.00 a.m. to 9.30 a.m. Every 15 minutes.  
9.30 a.m. to 10.00 a.m. Every 15 minutes.  
10.00 a.m. to 10.30 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.00 a.m. to 11.30 a.m. Every 15 minutes.  
11.30 a.m. to 12.00 p.m. Every 15 minutes.  
12.00 p.m. to 12.30 p.m. Every 15 minutes.  
12.30 p.m. to 1.00 p.m. Every 15 minutes.  
1.00 p.m. to 1.30 p.m. Every 15 minutes.  
1.30 p.m. to 2.00 p.m. Every 15 minutes.  
2.00 p.m. to 2.30 p.m. Every 15 minutes.  
2.30 p.m. to 3.00 p.m. Every 15 minutes.  
3.00 p.m. to 3.30 p.m. Every 15 minutes.  
3.30 p.m. to 4.00 p.m. Every 15 minutes.  
4.00 p.m. to 4.30 p.m. Every 15 minutes.  
4.30 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 5.30 p.m. Every 15 minutes.  
5.30 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 6.30 p.m. Every 15 minutes.  
6.30 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 7.30 p.m. Every 15 minutes.  
NIGHT CARS on Week Days.  
Extra cars at 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st October, 1902. [a1033]

**GREEN ISLAND CEMENT COMPANY.**  
PORTLAND CEMENT.  
In Casks of 375 lbs. net \$5.00 per Cask ex Factory.  
In Bags of 250 lbs. net \$3.00 per bag ex Factory.  
SHEWAN, TOMES & CO.,  
General Managers.  
Ho Kien, 14th May, 1903. [a1321]  
DIED—ABRAM LA RUE—April 27th.  
ALL CLAIMS against his Estate are  
requested to be presented to AMERI-  
CAN CONSULATE-GENERAL for authen-  
tication.  
Hongkong, 29th April, 1903. [a1309]

**OCCIDENTAL HOTEL.**  
ELGIN ROAD, KOWLOON.  
36 Bedrooms, excellently furnished.  
Bath to each room.  
Dining-room and Cuisine under strict  
supervision.  
European and American Wines, Spirits, and  
Beers.  
POOL AND BILLIARDS.  
English, American and Manila Newspapers on  
file.  
Terms: \$4 to \$7.00 per day; \$65 to \$120 per  
month.  
JAS. D. M. CAMERON,  
Manager.  
Hongkong, 8th May, 1903. [a1351]

**MACAO HOTEL**  
(LATE HING-KEE HOTEL).  
THIS favourite and long-established Hotel  
is situated on the sea-front, commanding  
a magnificent view of the harbour and adjacent  
islands, and is open to the cool southerly breezes  
in summer.  
The Bedrooms are large, cool, airy, well  
ventilated and handsomely furnished. The  
Cuisine is excellent and is under direct Euro-  
pean supervision.  
Picnic, Boating or Shooting Parties specially  
catered for. A commodious and comfortable  
steamer-houseboat, with sleeping accommo-  
dation for six passengers and every convenience,  
is provided for the use of visitors, at reason-  
able rates.  
A Military Band plays in the Gardens, close  
to the Hotel, three times a week.  
Sea Bathing.  
Steamers to and from Macao every morn-  
ing and afternoon.  
WM. FARMER, E. G. JORDAN,  
Proprietor. Manager. [a1573]

**AQUARIUS**  
MINERAL WATER  
SILENT WATER  
TONIC WATER  
GINGER ALE  
LITHIA WATER  
GINGER BEER (STONE BOTTLES).  
All the Company's Waters are manufactured from TRIPLE-DISTILLED  
water—nothing can be purer. Mere FILTRATION is quite ineffectual  
for destroying the worst organisms that water may contain.  
SOLE AGENTS:  
**CALDBECK, MACGREGOR & CO.,**  
WINE AND SPIRIT MERCHANTS.  
16, Queen's Road,  
Hongkong, 27th May, 1903. [a35]

**COTTAM & CO.** FIRST-CLASS OUTFITTERS.  
SHIRTS.  
WHITE, PRINT, ZEPHYR, AND MATT SHIRTS.  
SMART DESIGNS. STYLISH FINISH. [a36]

**W. BREWER & CO.**  
23 and 25, QUEEN'S ROAD.  
NEW BOOKS BY ENGLISH MAIL.  
The Land of the Boxers; or China Under  
the Allies, by Capt. Gordon Casserly \$11.50  
The Mercantile Navy List and Maritime  
Directory for 1903 ... 10.00  
Tropical Diseases, by Manson; New and  
Revised Edition ... 9.50  
Blackie's New Standard Dictionary ... 9.50  
Holmes House, by Whyte Melville ... 0.45  
The Gold Wolf, by Fenimore ... 1.75  
Holon Adams, by Lewis Backe ... 1.75  
Japan's Navigation Tables ... 15.00  
Norris's Navigation Tables ... 4.00  
Sothern's Verbal Questions for Engineers ... 4.25  
Leask's Breakdowns at Sea ... 0.45  
Instructions to Surveyors on Hull  
Equipments of Steamships ... 6.50  
Chinese Characteristics, by Smith ... 6.50  
Village Life in China, by Smith ... 6.50  
Chinese Porcelain, by Galland ... 9.00  
Tianwine's Engineers' Pocket-Book ... \$17.50  
Hutton's Work Managers' Hand-Book ... 12.50  
Hutton's Engineers' Hand-Book ... 14.50  
DE LA RUE'S PNEUMATIC  
PLAYING CARDS.  
PHOTOGRAPH FRAMES.  
Hutton's Steam Boilers ... \$14.50  
Urquhart's Electric Light ... 6.50  
Urquhart's Dynamo Construction ... 6.50  
Every Man His Own Lawyer ... 5.25  
Card and Table Games ... 6.50  
Hockey ... 0.90  
Milroy's Guide Book to the Local Marine  
Board Examination ... 5.00  
Pear's Cyclopaedia ... 0.90  
Robinson Cruise, in Cantonese Colloquial ... 0.30  
INDEPENDENT STYLOGRAPH PENS.  
THE COMOSTYLE DUPLICATING  
APPARATUS.  
(Can be used with the Typewriter.) [a33]

**CUTLER, PALMER & CO.**  
ESTABLISHED IN LONDON IN 1815.  
SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned:—  
**SUPERB OLD COGNAC,**  
\$25 PER DOZ.  
Distinguished by Four Stars on the label.  
ANOTHER FINE COGNAC, \$18.50 per doz.  
Less old than the above.  
**IMPERIAL BRANDY**  
\$12.50 PER CASE.  
**THE ELITE OF WHISKY—**  
**THE "PALL MAIL,"**  
\$22 PER DOZ.  
11 Years old, the finest quality shipped.  
Each bottle bears an Analyst's certificate.  
**C. P. & Co.'s OWN SPECIAL**  
**BLEND WHISKY,**  
\$11.75 PER DOZ.  
Very soft, palatable, and mature.  
EVERYBODY SHOULD TRY THESE ITEMS. THEY ARE UNEQUALLED AT THE PRICE.  
AGENTS—SIEMSEN & CO., HONGKONG. [a45]

**C. P. & Co.'s INVALIDS' PORT**  
\$23 PER DOZ.  
This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassall.  
**DOURO PORT,**  
\$15.75 PER DOZ.  
A fine, full, and fruitily wine.  
**AMONOSO SHERRY,**  
\$22 PER DOZ.  
**LA TORRE SHERRY,**  
\$18.50 PER DOZ.  
A natural and most pleasant wine to the taste.  
**BENEDICTINE LIQUEUR—**  
**D.O.M.,**  
\$43.75 PER DOZ. QUARTS.  
\$45.50 PER 2 DOZ. PINTS.  
THEY ARE UNEQUALLED AT THE PRICE.  
AGENTS—SIEMSEN & CO., HONGKONG. [a45]

**LANE, CRAWFORD & CO.,**  
GENTLEMEN'S OUTFITTERS.  
NEW SUMMER GOODS JUST RECEIVED.  
LINCOLN & BENNETT'S STRAW HATS  
AND  
GENUINE PANAMA HATS,  
ELWOOD'S CELEBRATED SUN HATS,  
RAINCOATS, UMBRELLAS,  
WATERPROOFS,  
SHIRTS, UNDERWEAR,  
SOCKS, TIES, COLLARS. [a34]

**REMINGTON TYPEWRITERS**  
WITH ALL REQUISITES.  
**SIEMSEN & CO.**  
SOLE AGENTS. [a57]

**ASAHI. THE CELEBRATED BEER OF JAPAN.**  
PER CASE 8 DOZ. PINTS ... \$16.00  
PER CASE 4 DOZ. QUARTS ... 14.00  
**MITSUYA HIRANO WATER**  
THE ONLY MINERAL WATER BOTTLED WITH ITS OWN  
"NATURAL CARBONIC ACID GAS."  
PATRONISED BY H.I.H. THE CROWN PRINCE OF JAPAN.  
PER CASE 48 PINTS ... \$6.50  
PER CASE 160 1-PINTS ... 8.50  
**G. GIRAULT. AGENT.** [a40]

**KODAKS, FILMS, PAPERS.**  
PHOTOGRAPHIC GOODS OF EVERY DESCRIPTION.  
DEVELOPING AND PRINTING  
UNDERTAKEN.  
GOOD WORK. PROMPT RETURN.  
THE CHEAPEST AND MOST UP-TO-DATE STORE IN CHINA.

**ACHEE & CO.**  
17A, QUEEN'S ROAD CENTRAL.  
FEW DOORS EAST OF HONGKONG HOTEL  
Hongkong, 1st April, 1903. [a39]

**THE LAHMEYER ELECTRICAL CO. LD.**  
LONDON,  
AND  
ELECTRIZITAETS ACTIEN GESELLSCHAFT FORM.  
W. LAHMEYER & CO., FRANKFURT A/M.  
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to—  
SIEMSEN & CO., SOLE AGENTS FOR CHINA. [a1243]

**FIRE.**  
LONDON AND LANCASHIRE.  
ROYAL EXCHANGE.  
PALATINE.  
ORIENT.  
Insurances accepted for, or transferred to, any part of China, Japan or Corea.  
Agents.  
Hongkong, 1st May, 1903. [a1319-1]

**CHAMPAGNE "MONOPOLE."**  
HEIDSIECK & CO., REIMS.  
PURVEYORS TO THE IMPERIAL COURT AT BERLIN.  
**CARLOWITZ & CO.** Sole Agents.  
1879 [a1379]

**FIRST AND FOREMOST!**  
IN CONSEQUENCE OF THE SUCCESS ATTENDING THE INTRODUCTION  
INTO THIS COLONY OF OUR "STONE GINGER BEER" AND THE STILL  
INCREASING DEMAND, WE HAVE NOW, FOR THE CONVENIENCE OF OUR  
NUMEROUS CUSTOMERS ADDED TO OUR LIST OF BEVERAGES A  
COMBINATION OF PURE LONDON GIN AND GINGER BEER WHICH WHEN  
ORDERING PLEASE ASK FOR  
**"CROWN BRAND STONE GINGER  
BEER AND GIN."**  
[a37]  
**WATKINS, LD., HONGKONG.**

**THE CHINA LIGHT & POWER CO. LD.**  
ELECTRIC LIGHT PLANTS NOW IN OPERATION IN CANTON AND  
KOWLOON.  
INCANDESCENT LAMPS, ARC LAMPS AND  
NERNST LAMPS SUPPLIED.  
ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES.  
Apply to—  
THE MANAGER OF WORKS AT HUNGHONG;  
OR  
SHEWAN, TOMES & CO., General Managers. [a286]

**NERNST**  
NERNST ELECTRIC LIGHT.  
BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY  
AS CHEAP AS GAS!  
FOR PARTICULARS APPLY TO  
**HONGKONG ELECTRIC CO. OR SIEMSEN & CO.** [a270]

**HONGKONG HOTEL**  
A First Class Hotel in every respect.  
Elegantly Furnished Reading, Drawing  
Mass, and Smoking Rooms.  
Private Bar and Billiard Rooms for Hotel  
residents.  
Dining Accommodation for 300 persons.  
Private Dining Rooms.  
Special Dining Room for large parties.  
Ladies' Afternoon Tea Rooms with European  
Matron in attendance.  
Ladies' Club Room.  
Ping-Pong Room.  
Hydraulic Elevators to every floor.  
Electric Lighting.  
Electric Fans (if required).  
Hot and Cold Water throughout.  
Wines and Groceries specially imported by  
the Hotel.  
Wines cooled by Hotel refrigerating  
machinery.  
Hotel Linen washed on the premises by  
machinery.  
Bedroom Accommodation—131 rooms.  
Fire Extinguishing Mains and Emergency  
Exits on every floor.  
CHARGES MODERATE.  
H. HAYNES,  
Manager. [a48]

**THE PEAK HOTEL.**  
Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South-  
West Monsoon.  
A COVERED GANGWAY LEADS  
FROM THE TRAMWAY TERMINUS  
INTO THE HOTEL.  
Telephone No. 29.  
Town Office: 7, DUDDELL STREET. [a132]

**KING EDWARD HOTEL.**  
A HIGH CLASS PRIVATE HOTEL.  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted.  
Electric Passenger Elevator to each floor.  
Table D'Hote at separate tables.  
For Terms, &c., apply to the—  
MANAGER.  
Hongkong, 24th April, 1903. [a1265]

**CONNAUGHT HOUSE.**  
A FIRST CLASS HOTEL Situated near  
the Banks and Principal Offices.  
Excellent Cuisine and Wines.  
Large and lofty Rooms, Elegantly Furnished.  
Hydraulic Elevator, hot and cold water  
throughout.  
Special Rates for Tourists.  
Launch Service for Guests.  
For Terms, apply to the—  
MANAGER.  
Hongkong, 31st October, 1902. [a49]

**HOTEL CRAIGIEBURN.**  
PUNNETT'S GAP, THE PEAK, near the  
Tram Terminus.  
Tel. 56.  
For Terms, apply to the—  
MANAGER.  
Hongkong, 2nd July, 1900. [a20]

**"BOA VISTA"**  
(HOTEL-SANITARIUM OF SOUTH  
CHINA)  
MACAO  
HAS been re-opened under European  
management and most strict supervision  
as a food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desirous of  
a few days rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong.  
One steamer (ss. Heungshan), daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.  
Cable Address—"BOA VISTA."  
For Terms, apply to  
THE MANAGER. [a254]

**VICTORIA HOTEL,**  
SHAMEN, CANTON.  
BRITISH CONCESSION.  
GOOD Accommodation.  
Excellent Cuisine.  
Every Convenience for Tourists.  
T. E. D. CRUZ, Manager.  
Canton, 1st October, 1901. [a139]

**HOTEL INTERNACIONAL.**  
THE MOST COMFORTABLE HOTEL  
in Macao. Beautifully situated in Praya  
Grande next to Government House.  
Telegraphic Address: "Internacional."  
Apply to—  
THE MANAGER.  
Hongkong, 4th October, 1902.



This Provincial Judge, Liu Chun-lin, has been ordered by Imperial Decree to command the Imperial troops that are employed in the work of pacification, and it is very probable that the disturbances will be brought to a speedy end, as Liu has been in Yunnan for many years and must have known the temper of the people so well that he will not find it difficult to deal with the situation. But the mere suppression of the disturbances will not ensure perpetual peace. The Chinese Government must go to the very root of the evil and apply the remedy there. So long as the welfare of the people is neglected by the Government and they are not properly educated and properly governed, it is vain for the Government to expect to see peace perpetually established, no matter how severe the measures employed in suppressing the disturbance may be.



## A. S. WATSON &amp; CO., LD.

## ANNUAL MEETING.

Yesterday forenoon the eighteenth annual ordinary general meeting of shareholders in Messrs. A. S. Watson & Co., Ltd., was held at the offices of the Company, Queen's Road Central. Mr. Hart Buck (Chairman) presided, and (there were present Messrs. J. H. Lewis and R. C. Wilcox (Consulting Committee), Capt. Clark, Messrs. J. R. Michael, E. J. Moses, J. A. Tarrant and A. H. Manoll (Secretary).

The CHAIRMAN said—Gentlemen, the report and statement of accounts have been in your hands since the 20th instant, so with your permission I will as usual consider them as read. The accounts put before you do not, I think, require much explanation. You will notice that our stock-in-trade are practically the same as last year, also that local and general liabilities have increased \$14,261.04 whilst bills payable have decreased \$56,509.21. The apparent discrepancy of a mortgage of \$25,000, on the remaining portion of Kowloon Inland Lot No. 550, which property stands in the accounts at \$19,870.36 is explained by the fact that the balance of payments to the contractor were not due until 1903 when they were met. This property has been valued at more than \$40,000. Exchange has naturally lessened our profits for 1902 and from the same cause our working expenses are much larger where these are on a sterling basis, the increase in wages alone amounting to \$16,000 over the previous year. I stated at our last annual meeting that it required much care and foresight to keep our necessary purchases within the buying power of the business with its existing available capital, and this condition of affairs becomes more marked as the expansion of the business continues, although we do not anticipate that it will be necessary to ask you for any immediate increase of the existing capital. So far, the returns this year show a satisfactory increase over the same period of last year. Our new aerated water factory in Des Vaux Road is now working, and we expect that our annual meeting next year will be held in our new recreation premises which are well advanced. There is no doubt these changes in premises will prove beneficial to the working of the business. Messrs. W. Parfitt and R. C. Wilcox have been invited to join the Consulting Committee, the former gentleman during the absence of Mr. E. Osborne from the Colony. These appointments require your confirmation at this meeting. If any shareholder would like any further information in connection with the report and statement of accounts now before you, I shall be pleased to give it.

Mr. J. R. MICHAEL—Some of the shareholders have been asking if the accounts could not be made up a little earlier than five months after the end of the year.

The CHAIRMAN—We have our returns from various parts of China to come in, and it is impossible really to have them made up earlier. There being no further questions,

The CHAIRMAN proposed, and Mr. MICHAEL seconded, the adoption of the report and accounts. The motion was agreed to.

Capt. CLARK proposed, Mr. E. J. MOSES seconded, and it was agreed, that the appointment of Messrs. Parfitt and Wilcox to the Consulting Committee be confirmed.

The CHAIRMAN proposed the re-election of Mr. F. Macdonald as auditor, observing that Mr. W. H. Potts would be invited to assist Mr. Macdonald next year.

Mr. J. H. LEWIS seconded the motion, which was unanimously agreed to.

The CHAIRMAN—That is all the business of the meeting, gentlemen. Thank you for your attendance. Dividend warrants will be ready at 11 a.m. to-morrow (Friday).

## GOLD AND COAL ON THE SIAMESE FRONTIER.

Lt.-Colonel K. M. Foss, who has been travelling during the winter and spring in Ceylon, the Nicobar Islands, and along the Siamese frontier, on behalf of a former Member of the Viceroy's Council, the *Rangoon Gazette* says, has come on very rich auriferous quartz reefs and coal, just on the border line of Siam, near Victoria Point. Colonel Foss has studied in a school of mines and was accompanied by a well-known gold-mining engineer. Assays from wholly unworked quartz gave over seven ounces of gold per ton, and there seems to be plenty of quartz in sight. The engineer has also verified the known existence of a coal deposit which will yield well over one million tons of good steam-coal, and a license for this has been granted; the coal mine is on the Tenasserim River, to the north-west of the gold deposits near Victoria Point; the quantity mentioned has been verified already by Government reports and tested by close Government borings; one splendid seam is 23 feet thick; and the steaming properties of the coal had previously been tried on Government boats, with very satisfactory results. When this deposit is worked it will cheapen coal in Penang which is only 300 miles off, in Singapore, and in Rangoon, as the mine is so much nearer to those ports than any Indian or Australian colliery. Lt.-Colonel Foss has an engineer on the property and another is now expected to open up the gold reef; all the adjacent and available within British territory has been acquired. It is probable that an iron industry may also arise close to the coal-field, which could supply Siam and the Straits with that metal. Excellent iron stone and flux are procurable close by. Lt.-Colonel Foss has started for England to see about sending out machinery forthwith.

## THE RICE TRIBUTE.

## A PLEA FOR ITS COMMUTATION.

The *Shanghai Mercury* translates the following from the *Universal Gazette*—

It is difficult to find anything more useless and at the same time more expensive to the Chinese Government than the existing system of the transportation to Peking through the Grand Canal of the Government tribute rice from South China. Everything in connection with the system is at fault. The rice is not properly collected at Shanghai. It is not properly transported from Shanghai to Peking. And on arrival at Peking it is not properly stored there. The system is universally condemned; and yet the Chinese Government cannot see its way to abolish it, though it has been repeatedly suggested that the rice tribute be commuted to money and that the money thus secured be employed to buy rice in the North whenever it is needed. The Chinese Government refuses to do away with this faulty system, because it is prejudiced by the absurd notion that its abolition would lead to the starvation of the Manchus in Peking.

Now, since the Chinese Government considers it indispensable that the transportation of tribute rice to Peking should be continued, it should devise some good measures to improve the system. The authorities of the Government granary in Peking occasionally reject the rice on its arrival at the capital on the ground that it is rotten. In the present year more than ten thousand piculs from Kiangsu and Chekiang have been sent back on that account. But it must be borne in mind that the rottenness of the rice is entirely due to the manner in which it is sent North. When the rice is sent in to the local officials in Kiangsu and Chekiang by the farmers, it is perfectly sound. It takes so long a time for this to come to Shanghai in the native junk, specially employed for the purpose that it is half rotten by the time it reaches this port. Though the rice is in such a bad state, the authorities appointed to receive it in Shanghai feel obliged to accept it, as they know that in sending the rice to this place the local officials in Kiangsu and Chekiang must have spent an enormous sum of money. After the rice has reached Shanghai, it is generally stored in the Government godowns for some time before it is transported to the North. And its transportation from Shanghai to Peking occupies no less than eight or nine months, during which it is subjected to all conditions of weather. Little wonder then that the rice is scarcely fit for human food when it finally arrives at Peking.

From the above facts it is evident that it is not the rice but the system of its transportation which is at fault; and in our opinion, the only remedy lies in the commutation of the rice to money.

## THE BAGDAD RAILWAY AND THE EASTERN MAILS.

## SIR THOMAS SUTHERLAND'S VIEWS.

Writing in the *Times*, Sir Thomas Sutherland, the Chairman of the P. & O. Company, says—

"I am bold enough to conceive that, when this proposed railway is made, the sea route will still be the mail route to the East. The presumption which has been set forth as to the saving to be effected by this land line rests apparently on the assumption that ten years hence the mail transit by sea will be exactly what it is to-day according to the present postal time-table—viz., 14 days and 14 hours. But I would point out that all mail contracts with which the P. & O. Company are concerned are based on the performance of the slowest and not of the fastest ships employed, and the postal table does not do justice to the service which is actually carried out. The latest steamers perform the work regularly in a little over 13 days, and, at the same time, they have not infrequently to be slowed down so as not to arrive at an inconvenient hour for the transaction of business and the landing of passengers. The service now performed is, therefore, superior to that required by the mail contract. And the fact may be recalled that, within the last 20 years or thereabout, a week has been knocked off the transit of the mails to the East. It rests chiefly with the British Government to decide whether the progress and improvement in the over-sea service are to be maintained and increased.

"If the Bagdad Railway were to run a daily fast service to India, letters would, of course, be sent that way. But it is as certain as anything can well be that, unless the British Government should subsidize this route at a heavy cost, its service will not, within the life of those now concerned, be more than a weekly service, and in all probability a less effective service than that of the over-sea and Brindisi route, as far as the greater part of India is concerned.

"It will hardly be denied that the maintenance of our over-sea services under the English flag is not merely a postal matter, but is one which involves Imperial considerations of the highest moment. Seeing that the Governments of France and Germany, not to speak of lesser Powers, find it to their advantage to maintain postal communications with the East, by means of mail steamers of an imposing type, it is hardly possible to imagine that Great Britain, with her vast political and commercial interests in the East, can ever allow her mail communications to fall into foreign hands. The over-sea postal service of this country will, therefore, I believe, remain, and will continue to improve in point of acceleration, if the needful encouragement is given for that purpose. Assuming this to be the case I feel very confident that, even when the Bagdad Railway is made, ten or 15 years

hence, Great Britain will not find it advantageous to transfer the mail service from her own flag to a foreign railway.

For, whatever may be told, this railway will be a foreign concern, opposing rather than assisting the interests of this country. Not a package of English goods will be sent to India by it, and very few English passengers will care to undertake a 12 days' journey by rail, partly, at all events, through one of the hottest regions on the face of the earth. The P. & O. Company find it almost impossible nowadays to persuade passengers to use the Brindisi route, because it involves a longer land journey than that via Marseilles, although the expense is identical. The fact is that, since steamers of the size now running have been in existence, a sea voyage is no longer dreaded, and the Bay of Biscay has ceased to be a name of terror even to the most timid travellers. Doubtless a certain number of people may find their way to India by this Bagdad route from Central Europe, and for the most part they will make their return journey by sea. While, therefore, I know nothing as to the prospect of this undertaking from the point of view of its possible local development, I have no hesitation in saying that, as far as the commerce of this country is concerned, Great Britain has no interest whatever in the scheme."

## AMERICAN MISCONDUCT IN THE PHILIPPINES.

## GENERAL MILES'S REPORT.

The New York correspondent of the *London Times* telegraphed on the 27th ult. the following—

It is a shameful story which is contained in the report made public to-day by Lieutenant-General Miles, the highest officer in the United States Army, on the subject of the misconduct of officers and soldiers in the Philippines. The sensational nature of the report is certainly not lessened by the fact that the War Department hesitated a long time before giving it to the public. The department sent General Miles to the Philippines to inspect and report, and when it received his statement apparently attempted to suppress it, calling it "confidential." It was only after General Miles said he had no objection to its publication that the report was made public.

The report is a long one, but perhaps a single item will suffice to give an idea of its nature. When General Miles was going from Calamba to Batangas he says he noticed that the country appeared devastated and the people were very much depressed. As he was stopping at Lipa a party of citizens, headed by the president, met him and complained of harsh treatment. Fifteen of their people had been tortured by the "water cure," and one old man, a highly respected citizen, while unconscious from the effects of the torture, was dragged into his house, which had been set on fire, and burned to death. The people had been crowded into the towns, 600 being confined in one building. A physician said he was ready to testify that some of the 600 died from suffocation. General Miles says that the statement regarding the man said to have been burned to death is confirmed by other reports, and that he has no reason to disbelieve the other statements. Many other atrocities committed by direction of American officers are alleged, including the whipping of natives to death, the shooting of prisoners, and the torturing and robbing of priests.

I believe that the *Times* was the first to suggest that the behaviour of American officers in the Philippines might be the result of climatic conditions. This is an explanation which, curiously enough, has a good deal more weight in Europe than here, where people cannot understand how Americans can develop the savagery of Turks.

## THE BURDENS OF EMPIRE.

## MR. CHAMBERLAIN'S "CUT-THE-PAINTER" SPEECH.

Mr. Chamberlain's "cut-the-painter" speech, as it is called in Australia, has excited a considerable amount of resentment throughout the Commonwealth. This was the speech at Cape Town in the course of which the Colonial Secretary is reported to have said—"It must be evident that as the self-governing Colonies grow in population, wealth, and power, they must either abandon the idea of forming part of the Empire or must take a full share in that burden and in those responsibilities." This was cabled verbatim to Australia, where it has been generally interpreted as meaning that the Colonies must either share the full burdens of Empire defence or leave the Empire. Sir Edmund Barton, the Commonwealth Premier, preferred to believe that Mr. Chamberlain did not mean what he was reported to have said. Most of the leading public men and public journals were not, however, so generously inclined, and there was a widespread feeling against being "dragged in" in this fashion. This feeling was expressed by Mr. J. C. Watson, the leader of the Federal Labour party, at a great Labour demonstration in Brisbane. He said he favoured land defence rather than a heavy expenditure on the Navy, because so long as Australians refrained from an aggressive policy they would have only to defend themselves against outside aggression. Regarding Mr. Chamberlain's reported statement, he thought if Australia took a share in the burden she would require some say in the policy of the Empire. He preferred Australia to continue in her present position, and said Australians would never be dragged into contributing to the upkeep of the Empire.

## MISCELLANEOUS NOTES AND NEWS.

## COURTESY RUSSELL'S SECOND MARRIAGE.

Mabel, Countess Russell, recently married again, and became as she thought the wife of Prince Aribold Stuart de Modena, of Austria, Countess Russell and her mother, Lady Scott, believing the man's assertion that he was a son of the present Emperor. The wedding took place privately in December last at a registry office at Portsmouth and afterwards, also privately, at St. George's, Hanover Square. The "Prince" deserted his wife before the month was out, and she subsequently learnt that he was a footman bearing the very plebeian name of William Brown, who has since been arrested and charged with "falsely, knowingly, and unlawfully causing to be inserted in the register of marriages a certain false entry," &c.

## RUINED IN AUSTRALIA.

The disastrous effects of the recent drought in Queensland are indicated by a pathetically worded letter which the Postmaster-General of the Australian Commonwealth has received. In 1888 an exceptionally smart officer, who had charge of a small post-office, severed his connection with the department, and devoted himself to pastoral pursuits. With the savings he made as manager of a large station he bought some sheep, and took up a grazing area. Good seasons followed, and in a few years the enterprising ex-public servant owned a considerable tract of good country, upon which 24,000 sheep—also his own property—depastured. Then the drought set in, the young squatter lost all his sheep and his holding, and in his letter, which the Postmaster-General received recently, he says that he is ready to accept any position in the department from postmaster to line repairer.

## ITALIAN ENOUGH ARDEN.

A curious bigamy case is to be tried by the Modena tribunal. Five years ago a corpse was found in a river. As a man named Governato had been missing from Modena, his wife was called to see the corpse, which she identified as her husband's, and relatives and friends confirmed the wife's identification. Governato was consequently officially registered as dead. The wife, who married again, was startled on September 24 last, to see her first husband reappear safe and sound. He had spent five years of single blessedness in Hungary, and returned with a small fortune. He took things coolly, and shook hands with the second husband, but requested him to quit. The latter declined, stating that the first husband was legally dead, and the second marriage valid.

## SANATORIUM FOR SUFFERERS AND PARADISE FOR TOURISTS.

Captain W. J. P. Benson, F.R.G.S., lecturing on Jamaica, at the London Institution, last month, said Jamaica was one of the healthiest and finest fruit-producing countries in the world, and the idea that it was volcanic had long since been exploded. Surely it was time that England paid attention to this long-neglected Colony. Where else in the world, he asked, would they find bread, custards, milk, and oysters growing on trees but in Jamaica? "Do you want," he asked, "to escape an English winter? Do you suffer from any lung trouble? Do you desire to take waters equal to those of any German Spa, and to experience a winter which is like an ideal English summer? If so then go to the land of perpetual summer, where the balmy air is laden with the scent of fruit and flowers; where the fireflies light up the night—Jamaica."

## LOURDES "UP IN ARMS."

The town of Lourdes is up in arms. The Mayor has informed the Prefect that he will not answer for the preservation of order if the Government carries out its intention of stopping the services in the basilica held for the benefit of pilgrims from all parts of the world. Amongst these there have been crowned heads, Royal and Imperial personages, with a multitude of aristocratic and wealthy visitors, Catholic and non-Catholic. If the influx of these be hindered by vexatious legislation the hotel keepers, tradespeople, and other inhabitants, who are entirely dependent upon the different pilgrimages, will be ruined. The Fathers of the famous Grotto have special faculties and privileges which cannot be transferred to the secular clergy. They have resolved not to show fight, in the interests of public tranquillity, and to leave Lourdes at once unless the Government sees its way to modifying the application of the Ministerial decree.

## A STEAM RAILWAY COACH.

The first steam railway coach in England has been invented by and constructed under the supervision of Mr. D. Drummond, Locomotive Superintendent of the London and South-Western Railway. It is intended to be run between Fratton and Southsea, to accommodate light traffic. The coach, which is the joint property of the Brighton and South-Western Companies, will be divided into two classes—first and third—which will be separated by a sliding door. In the first class the seats will be arranged longitudinally, and there will be accommodation for ten persons. In the third class, the seats will be arranged in pairs, transversely on either side of the centre gangway, while the number of persons accommodated will be thirty-two. The coach may be entered at either end and from wide platforms, with openings on each side, which will be closed when running by collapsible gates. A luggage van is provided capable of holding one ton of luggage. This is situated between the motor and the other part of the train. The coach may be driven from either end, and it is calculated that a running rate of thirty miles an hour can be attained in thirty seconds.

## PHOTOGRAPHIC PLATES, PAPERS AND CHEMICAL.

EASTMAN'S KODAKS, FILMS AND ACCESSORIES.

DEVELOPING AND PRINTING UNDERTAKEN

## A. CHEE &amp; CO.,

17A, QUEEN'S ROAD, HONGKONG.

[38]

## MYSTERIES OF THE TOILETTE.

A New Bond Street hairdresser claimed in a London County Court last month £9 from Georgina Paulott, actress, better known as Miss Jessie McNulty. The amount was £6 for a lady's "transformation" and £3 for small items, including a cup of tea. A transformation, counsel explained, was "some sort of hair ladies wear on their forehead." The plaintiff said that the defendant had a dark hair and came to his shop and purchased a light "transformation." She was a constant customer at his shop, and since 1899 had been there quite 550 times. (Laughter.) She also purchased a "switch," which the defendant said "went off." The defence was that the transformation was unsuitable and was returned, but the Judge gave judgment for the plaintiff, with costs.

## BIG PRICES FOR BOOKS.

The extensive and interesting library of the late Dr. John Taylor Brown of Edinburgh was sold in London last month, the auction lasting five days. Dr. Brown belonged to the old school of book collectors—to the class of scholars who collected books that interested them, and not merely on account of any real or imaginary rarity. By far the most important lot in the sale was a fine uncut copy of the exceedingly rare original Kilmarnock edition of Robert Burns's *Poems Chiefly in the Scottish Dialect*, 1788; this copy was originally purchased by Dr. Brown for eightpence, but it then wanted the titlepage and three leaves in the text; these deficiencies have been supplied from a shorter copy, and insid to the size of Dr. Brown's example, which was now knocked down to Mr. Sabin for £350. A first edition of John Keats's *Poems*, in the original boards, uncut and with the label at back published by C. and J. Ollier, in 1817, and purchased, it is said, by the late Dr. Brown for 2s., produced the handsome sum of £140. The other Keats, *Lamia*, *Isabella*, *The Eve of St. Agnes*, and other *Poems*, 1829, was also doubtless purchased for a small sum—for Dr. Brown never paid big prices for his books—and it has now changed hands at £98. Both volumes were purchased by Mr. Quaritch.

## GERMAN COLONIAL LEAGUE.

A new German Colonial League, has been formed for the purpose of infusing new life into the colonial policy of the Fatherland. That German colonisation under the German flag is not a success is not a new discovery, and the colonial party in Berlin is said to be deeply discouraged. Responsibility for failure (says an English paper) is attributed to the spirit of bureaucracy, and the new league starts out with the object of showing that something more than optimism and rose-coloured reports are necessary in the administration of a colonial empire. What the league fears is that those who declared themselves opponents on principle of the entire colonial movement may be justified by the sudden awakening of the country to the truth concerning German possessions beyond the seas. "Bureaucracy in its various forms has hitherto controlled our colonies, and has even affected the colonial movement in the German people. Unproductive enthusiasm and ignorant vanity have led the movement into a boggy mire, where it, threatened with extinction." If there is not a change, the German people will look around for the opportunity of an advantageous and early sale, rather than continue to retain possession at a heavy cost. By "expert agitation" and "sound criticism" the league hopes to turn German colonial enterprise into more profitable channels.

## A CURIOUS GLOBE-TROTTER.

Count Rocco Dianovich is a Slavonian who for the past thirty-six years has been wandering in all parts of the world with two objects. The first is he likes walking, believing it to be the healthiest form of exercise, and enabling one to obtain insight into national character and peeps of ideal scenery which are invisible from a railway carriage. His second object is to study the prisons and punishments of every country, and very often he has committed some trifling offence in order to be looked up in some goal to which admission had been refused him as an ordinary individual. He has slept in the dungeons of Spain, and has "enjoyed" life in the prison settlements of Siberia. "I have not been in London for thirty years," he recently told an interviewer, "and the last time I was here I wanted to see the interior of an English penitentiary. I could not get the necessary permission, so on days I assumed drunkenness and hit a constable. My end was achieved, and I was happy. Oh, no; I paid no fine, but went to prison for a few days, and I was treated very well. But I shall not do it again, because I am afraid of my solitary confinement arrangements, which must be awful." The Count is not a poor man, though he confesses he hopes to make money out of a book he is writing on his travels. From his experience of life in every country, civilised and uncivilised, he thinks that America is the best place for a poor man, because he can always earn a livelihood there. This globe-trotter, who walked to London from Liverpool, was intending to proceed to his home at Lissa, in Austria. He had not been near his ancestral abode for the past thirty-six years, and he doubted whether he would be recognised by his kinsfolk.



TELEPHONE No. 135.

OUR SPECIAL BLEND OF SCOTCH WHISKY

"CLUB"

For Dos. ... .. \$15

We have older and more expensive Whiskies

but we have no better VALUE than

"CLUB"

H. PRICE &amp; CO.

12, QUEEN'S ROAD.

THE VICTORIA CYCLE EMPORIUM.

THE OLD FIRM STILL LEADING.

NOTHING SUCCEEDS LIKE SUCCESS.

LATEST! LATEST!! LATEST!!!

MOTOR CYCLES, MAIL CARTS, RICKSHAS FITTED WITH PNEUMATIC TYRES AND BALL BEARINGS THROUGHOUT.

We are Sole Agents for the following—MONOPOLE, FUTURE, CENTAUR, and NEW PREMIER CYCLES.

We have also in stock a large Number of American first-grade Machines (Chain and Chainless), including the

CLEVELAND, CRESCENT, WESTFIELD, etc.

Other branches of the business conducted as usual. GREAT REDUCTIONS IN PRICES. "Vide et crede."

Intending purchasers are cordially invited to visit our Store and Workshop, 43 and 34A, QUEEN'S ROAD EAST.

McKIRDY &amp; CO.

7, May 1903

ROYAL AERATED WATER MANUFACTORY.

If you want a drink of health, If 'tis true that health is wealth, If you'd take your proper pace, If for health you'd join the race, Always with a smiling face, Where you can get good drink I guess, Pure water we always use, Essence many from which to choose, Our list of drinks will amuse Apply to—

F. P. DANENBERG, Manager, Factory & Office—West Point; Telephone 387. Depot—Ice House Street; Telephone 374.

Novel Specialities. Best in the Far East. Refreshing and invigorating drinks of the season. Just Produced. Long-life, Non-Intoxicating and Excellent Beverages. Hires, Winter Stout, Strawberryade, Jubilee-Champagne, Orange Champagne, Hop Ale.

## NOTICES OF FIRMS

## NOTICE.

MR. WILLIAM H. GASKELL having returned to the Colony, resumes his practice as Public Accountant. Office: No. 4, Des Vaux Road, Hongkong, May 26, 1903. [1532]

CHINA COMMERCIAL STEAMSHIP COMPANY, LIMITED. 司公限有船輪華中

THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2ND FLOOR. Hongkong, 21st March, 1903. 924 CHINESE AMERICAN COMMERCIAL COMPANY.

司公美華 IMPORTERS, EXPORTERS AND MANUFACTURERS.

THIS Company's Offices are Established at Nos. 20 and 21, CONNAUGHT ROAD opposite to Douglas Pier. Hongkong, 1st May, 1903. [1531]

## NOTICE.

NOTICE IS HEREBY GIVEN that the Partnership hitherto existing between JOHN WARREN KINGHORN and DONALD MACDONALD was DISSOLVED by mutual consent on the Thirty-first day of December, 1902, and that since that date the business of the former firm of KINGHORN & MACDONALD has been carried on by DONALD MACDONALD in the firm's name of KINGHORN & MACDONALD.

NOTICE IS FURTHER GIVEN that as from this date the said business will be carried on by DONALD MACDONALD & CO. All DEBTS due to or by the late firm of KINGHORN & MACDONALD will be received and paid by DONALD MACDONALD. Dated this 26th day of May, 1903. [1534]







**HONGKONG BUSINESS DIRECTORY**  
BOOKBINDING  
"DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen. Equal to Home Work  
FURNITURE WAREHOUSEMEN  
A CHEE & CO. Established 1859.  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories;  
17a, Queen's Road Central.  
CHEONG LEE & CO. Furniture Store.  
Established over 20 years. Importers and  
Exporters, Teakwood Furniture, Black-  
wood, Jewellery, &c., highest grade,  
best and cheapest. 8, Queen's Road  
Central.  
JEWELLERS  
MAISON LEVY HERMANOS  
Diamond Merchants and Watchmakers, 40  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Iloilo  
PHOTOGRAPHER  
M. MUMBY, JAPANESE ARTIST.  
Bromide and Claysen Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 3A, Queen's  
Road Central.  
STOREKEEPERS  
F. BLACKHEAD & CO.  
Navy Contractors, Sailmakers, Provision  
and Coal Merchants, Sole Agents for  
Hartmann's Rationing Genuine Con-  
position Red Head Brand.  
BISMARCK & CO.  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour  
KWONG SANG & CO.  
Shipchandlers, Sailmakers, Provisioners,  
Coal Merchants, Hardware, Engineer  
Tools, Brass and Iron Merchants,  
144, Des Voeux Road.  
MORE & SEYMOUR,  
25 and 26, Connaught Road, Praya Central.  
Shipchandlers, Sailmakers, Riggers,  
Commission Agents and General  
Storekeepers; Sole Agents for  
Shipowners' Composition ("Gavy-  
house Brand") and Blundell's  
Spence & Co.'s Composition  
WATCHMAKERS  
DROZ & CO.  
14, Queen's Road Central. Repairs of  
Watches and Clocks by competent  
European experts at moderate rates  
BROWN, JONES & CO.,  
MONUMENTAL AND ORNAMENTAL  
MASONRY.  
Have on View and for Sale at their  
Marble Yard,  
ITALIAN MARBLE  
Statuary Figures, Angels, Altar Crosses  
Obelisks, Columns, Rosts and Plain Crosses  
and Headstones; also  
AMERICAN MARBLE  
Cromes, Columns and Headstones; and  
ABERDEEN GRANITE  
Crosses and Headstones  
For adults and children's graves.  
CEMETERY MEMORIALS  
made to any design in Italian and American  
Marble and Hongkong Grey and  
Blue Granite.  
Special attention paid to  
LETTERING IN ANY STYLE OR  
LANGUAGE  
in imperishable lead, lead cement, gold, or black  
All work and material guaranteed to be the  
best and most durable.  
Prices to suit the times.  
Designs on application.  
Orders from outports carefully and promptly  
executed.  
Office—No. 17A, Queen's Road Central, 1st  
Floor, Marble Yard—No. 15, Morrison Hill  
Road, Hongkong.  
Hongkong, 9th January, 1903. [3462]  
TO LET  
GODOWNS TO LET.  
PRAYA EAST. Spacious Two-storied  
and Single-storied Godowns. Suitable  
for Yarn or Coals.  
Also Land for Coal storage.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 31st March, 1903. [1002]  
TO LET  
"DUNHEVED." Robinson Road.  
Available from June 1st. Having  
Six Spacious Rooms with well ventilated  
Basement (Servants' Quarters detached), Veran-  
dah, Tennis Court and large Garden.  
Apply to—  
THE SAM WANG CO. LD.,  
81, Queen's Road Central.  
Hongkong, 22nd May, 1903. [1494]  
TO LET  
NO. 10, SEYMOUR TERRACE.  
No. 43, CAINE ROAD.  
Nos. 1, 2 and 3, CORONATION  
TERRACE.  
And others to suit various requirements.  
S. A. SETH,  
Land and Estate Broker.  
Hongkong, 22nd May, 1903. [1396]  
TO LET  
WOODLANDS VILLA EAST.  
Seymour Road. Six-Roomed Semi-  
detached House. Good view of the Harbour.  
Apply to—  
D'ALMADA & MILLAR,  
14, Des Voeux Road Central.  
Hongkong, 19th May, 1903. [1495]  
TO LET  
A ROOM in a Fully Furnished House at the  
Peak.  
One Gentleman required to make up a Mess  
of Four. Tennis Court and Garden.  
Apply—  
A 17,  
Care of Daily Press Office.  
Hongkong, 25th May, 1903. [1529]

**TO LET**  
TO LET UNFURNISHED.  
NO. 33, CAINE ROAD. Available from  
1st March.  
"COOMBE" MAGAZINE GAP. Avail-  
able from 1st April.  
Apply—  
Daily Press Office.  
Hongkong, 16th February, 1903. [542]  
TO LET FURNISHED.  
NO. 3, CAMERON VILLAS, PEAK. For  
Two Months from 5th June.  
Apply—  
CAPT. SIMPSON.  
Hongkong, 28th May, 1903. [1555]  
TO LET.  
TWO SPACIOUS GODOWNS—Nos. 95  
and 99, PRAYA EAST.  
Apply to—  
H. N. MODY,  
Victoria Buildings.  
Hongkong, 2nd December, 1902. [82]  
TO LET—KOWLOON.  
FOUR-ROOMED HOUSE, good locality,  
10 minutes from Ferry. Furniture  
taken at Valuation.  
Apply to—  
W.  
Care of Daily Press Office.  
Hongkong, 25th May, 1903. [1540]  
TO LET.  
NO. 17, SEYMOUR ROAD or WOOD-  
LANDS WEST TO Rent from 15th  
JUNE.  
Apply to—  
E. H.  
Care of Daily Press Office.  
Hongkong, 16th May, 1903. [143]  
TO LET.  
NOS. 1 & 3, "MAGDALEN TERRACE,"  
Corner houses, MAGAZINE GAP.  
Apply to—  
SPANISH PROCURATION.  
Hongkong, 1st January, 1903. [73]  
TO LET FURNISHED.  
NO. 2, CAMERON VILLAS, PEAK.  
For Two Months from middle of June.  
Apply—  
H. W. BIRD,  
Palmer & Turner.  
Hongkong, 21st May, 1903. [1496]  
TO LET.  
1ST and 2ND FLOORS MARINE HOUSE,  
No. 17, QUEEN'S ROAD CENTRAL.  
Apply to—  
LI KWONG LOONG,  
No. 1, Wyndham Street.  
Hongkong, 27th May, 1903. [1543]  
TO LET.  
"HARTLEY" STONY BROOK,  
and "INGLEWOOD," RICHMOND  
ROAD.  
Apply to—  
LAU CHU PAK,  
Care of A. S. Watson & Co., LD.  
Hongkong, 7th March, 1903. [150]  
TO LET.  
FLATS IN MORETON TERRACE,  
CAPEWAY BAY, facing the Polo Ground.  
No. 1, RIVINGTON TERRACE.  
GODOWNS at BOWENSTON (PRAYA  
EAST).  
HOUSES in LEIGHTON HILL ROAD.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 1st January, 1903. [71]  
TO LET.  
TWO SPACIOUS NEW GODOWNS,  
very suitable for Dry Goods.  
Apply to—  
W. LYSAGHT,  
135, Wanchai Road.  
Hongkong, 15th April, 1903. [1153]  
TO LET.  
NO. 3, STEWART TERRACE, the  
Peak.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LD.  
Hongkong, 8th April, 1903. [1108]  
TO LET.  
NO. 7B, DUDELL STREET (Godown).  
No. 5, STEWART TERRACE, PEAK.  
Furnished, from 5th June to 31st August, 1903.  
"WESTBOURNE VILLA," NORTH  
BONHAM ROAD.  
No. 1, CAMERON VILLAS, MOUNT  
KELLY.  
Nos. 7, 11, 15A & 18, BELLIOS TERRACE.  
"BISNEY VILLA," FONGYU LUM ROAD.  
Land on sea front Kowloon Marine Lot No. 5,  
and admirably suited for the storage of coal.  
For terms and particulars, apply to—  
LINSTEAD & DAVIS.  
Hongkong, 23rd May, 1903. [1046]  
"TANG YUEN."  
BOARDING ESTABLISHMENT.  
European Supervision. Excellent Cuisine  
and Accommodation.  
Apply—  
MANAGERESS,  
Macdonnell Road,  
or  
FAIRALL & CO. Queen's Road.  
Hongkong, 2nd March, 1903. [681]  
BOARD AND RESIDENCE  
Apply to—  
9, SELBORNE VILLAS,  
Kennedy Road.  
Hongkong, 14th February, 1903.  
PRIVATE BOARD AND RESIDENCE  
NOS. 12 and 14, QUEEN'S ROAD  
CENTRAL. Entrance by Zetland  
Street.  
Hongkong, 3rd March, 1903. [700]  
BOARD AND RESIDENCE.  
MRS. GILLANDERS,  
"GLENWOOD,"  
21, CAINE ROAD.  
Hongkong, 20th March, 1903. [915]  
BOARD AND RESIDENCE.  
COMFORTABLY FURNISHED  
ROOMS, with Board.  
Apply to Mrs. MATHER,  
2, Pedder's Hill.  
Hongkong, 1st January, 1903.

**SCIENTIFIC MISCELLANY.**  
VIEWS OF TASTE AND SENSE.—REPTILE  
SENSES.—FEAT OF LOCOMOTIVES.—SETTLE-  
MENT OF NEW LAND.—LUMINOUS PATCHES  
OF OCEAN.—A MODERN MALADY.—CHEMICAL  
ACTION IN COLD.—AIRSHIP EVOLUTION.—  
WHEN LIFE BEGINS.—GLACIER VARIATION.  
Two theories of taste and smell appear to be  
in favour. The vibration theory of Sir W.  
Ramsay, proposed about twenty years ago, is  
similar to the popular theory of light and sound,  
and assumes that substances of medium mole-  
cular weight vibrate at a rate that affects the  
nerve-cells, while the vibration of substances  
having molecular weight below 30 are too rapid  
to give any impression and very heavy  
molecules move too slowly. The chemical  
theory is based on the old observation that  
odorous bodies are usually oxidized readily. It  
is confirmed by the late discovery that the new  
gases krypton and xenon, with molecular weights  
near that of vanillin, are odourless, tasteless, and  
inert; and further by the curious fact that the  
purification that makes certain substances  
more stable also lessens their taste and odour.  
An English chemist points out that both  
theories may be mainly correct, the nerves  
responding only to the agitations accompanying  
chemical change instead of being directly stimu-  
lated by the ordinary vibration of the molecules.  
Reptiles and amphibians are attracted to  
water from such distances that Dr. F. Werner,  
of Vienna, supposes they must be endowed with  
special sense. Sight is found to be the most  
acute of their ordinary senses, but alligators  
and crocodiles see a man not more than ten  
times their own length, frogs see about fifteen  
or twenty times their own length, fishes not  
more than half their own length, and snakes  
only one fourth or one eighth of their own  
length. Most reptiles and amphibians are  
totally deaf. Noses are entirely without taste,  
and the snake's tongue, rapidly vibrating the  
air, seems to feel objects without actually  
touching them.  
Peat fuel in freight locomotives in Sweden  
has hauled the maximum load, the cost being  
about the same as with English coal. To avoid  
the expense of an extra fireman, however, the  
peat is now mixed with an equal weight of coal,  
and the mixture has proved so satisfactory that  
it is to be tried on passenger trains.  
The island of Krakatoa, on which all plant  
life was destroyed by the great eruption of  
1883, is isolated from Java and Sumatra by  
twenty miles of water, and has given botanists  
a much-prized opportunity for studying the  
birth of a new vegetation. The first observa-  
tions were made by Dr. Treub after about three  
years. Microscopic algae, which had covered  
the surface with a slimy layer, were decompos-  
ing the pumice, stones, lava and ash into a  
suitable substratum for other plants, and about  
a dozen species of ferns were already abundant,  
while there were a few individuals of fifteen  
flowering plants. The report of other German  
botanists who visited the island in 1897 has  
just been published. Very strangely, no more  
species of ferns were noted; but in all sixty-  
two species of vascular plants were observed,  
including fifty flowering plants representing  
twenty-one natural orders. There were eight  
Composite, six grasses, and four orchids. A  
belt near the water was richest in species, while  
beyond were dense thickets of reeds and sugar-  
cane, and the more thinly covered interior con-  
tained chiefly ferns. It is almost certain that  
sixty per cent. of the flowering plants were  
introduced by the sea, while 32 per cent. were  
probably borne by the wind, the others having  
been possibly carried by birds.  
Records are now being searched for notices  
of the rare white water, or phosphorescent fog,  
of the Indian Ocean and other seas. This  
appears as a weird haze, but proves to be a  
luminosity without mist, and it has been on  
counters as an ocean river a mile wide and as  
a broad area through which a vessel sailed fifty  
miles without touching the limits. One  
observer found the sea to the depth of a foot to  
be densely packed with luminous fishes an inch  
long, while at another time microscopic animals  
were obtained in chains three inches long.  
The phenomenon has been seen before violent  
storms, and it has been suggested that some  
unusual atmospheric condition may drive the  
luminous ocean animals in shoals to the surface.  
To eye-strain, usually unsuspected, Dr. Geo.  
M. Gould attributes much of human misery.  
He finds evidence that it was indirectly respon-  
sible for the opium habit of De Quincey, caused  
the morbid condition and breakdowns of  
Carlyle, and gave Browning his headaches and  
vertigo. Printing books in white ink on black  
paper is a suggested means for lessening  
eye-strain.  
Fluorine, the most active element known, has  
been isolated by M. Moissan in a state of  
absolute purity, and when free from moisture  
it is found to lose entirely its extraordinary  
power of attacking glass. Para-fluorine, there-  
fore, may be sealed in a glass tube. In collab-  
oration with Prof. Döbereiner, the tube of gas was  
immersed in liquid hydrogen, when the liquefac-  
tion and solidification of the fluorine were  
observed, and the fusing point was found to be  
at 233 deg. Centigrade below zero. As most  
substances are known to become inert at such  
cold, the question has arisen whether all  
chemical action ceases near absolute zero. To  
test this, the tube of fluorine was broken in the  
liquid hydrogen, and the result was a violent  
explosion, with much flame and a shattering of  
the apparatus employed. It has been thus  
proven that some chemical action is possible at  
about minus 252 deg. Centigrade, or only 20  
degrees above the absolute zero.  
The airship now being built by Dr. F. A.  
Barton is to be a combination of the balloon  
with the aeroplane machine. If this is success-  
ful, the purpose is to combine building similar  
apparatus, gradually increasing the size of the  
aeroplanes and the motive power but diminishing  
the proportions of the balloon, until the practical  
commercial airship is evolved. The perfected  
airship should have an independent speed of 60  
to 80 miles an hour.  
An electrical test, at first proposed as a  
means of determining whether life is extinct,  
has been used to show when life begins. No  
reaction is produced if the matter is lifeless.  
Applying this method to hen's eggs, Augustus  
Waller has found that signs of life begin in  
twenty-four to six y-two hours after the  
beginning of incubation and that only when  
development fails or is arrested does the  
reaction continue to be absent.  
Glaciers are supposed to increase and decrease  
in cycles more or less regular. An inquiry by  
M. Charla Rabet shows that the same stages  
are not simultaneously reached in different  
parts of the world, and that in Norway, where  
the cycle is some two centuries long, the last  
general increase began in 1700 and the decrease  
is still in progress.  
MOTHER AND DAUGHTER.  
It is remarkable how greatly our estimate of  
ourselves and our qualities differs from the  
estimate formed of us by others. If the thing  
were practicable, many folks would realize  
heavily by selling themselves at their own  
valuation (if they could find customers), and  
afterwards buying themselves back on the basis  
of other people's notion of their worth. The  
more numerous and the harder the blows aimed  
at our self-conceit in the days of our youth, the  
better for us. They pulverise, as it were, the  
warrior part of our nature, and nothing arrives  
the process but what deserves to endure. "And  
what are you?" asked a Lord Chief Justice of  
England of a witness who had just given some  
rambling and discreditable evidence. "I employ  
myself as a surgeon," said the witness. "But  
does anybody else employ you as a surgeon?"  
"No, your honour," said the judge. "And  
therefore the witness collapsed."  
It is claimed for all medicines that they effect  
cures, though the fact is that some do and some  
do not. Mother Seigel's Curative Syrup has  
been very extensively used for thirty-five years,  
and is to-day the principal domestic medicine in  
sixteen different countries. The number of  
testimonials as to its efficacy voluntarily given,  
here is an interesting one from a mother and  
daughter. "For several years," writes Mrs.  
Hutchinson, of Newcastle Road, Jesmond,  
N.S.W., on October 19th, 1902, "I suffered  
agonies from indigestion and liver complaint. I  
could neither eat, sleep, nor work—in fact, did  
not know what it was to enjoy a single hour of  
freedom from pain. It was attended by two of  
the cleverest medical men in the Newcastle  
district, but their treatment failed to bring me  
any relief. Indeed, I went steadily downhill,  
and became, I grew weakly and thin, and  
became dejected, when, two years ago, I was  
advised to try what Mother Seigel's Curative  
Syrup could do for me. It was a happy decision,  
for before I had taken a quarter of the first  
bottle my health was much improved. I con-  
tinued to take the medicine according to the  
directions for five weeks, by the end of which  
time I was cured. The cure is evidently a per-  
manent one, for I have remained well and sound  
to the present day.  
This is my testimony—testimony to be  
proud of. But it don't stop here. Mother  
Seigel's Curative Syrup not only cured Mrs.  
Hutchinson of her indigestion and liver com-  
plaint, but, in the case of her daughter Agnes,  
arrested the progress of an insidious and  
dangerous malady which, if allowed to range  
unchecked, might have had fatal results. Here  
is Mrs. Hutchinson's own description of her  
daughter's case: "My daughter," she says,  
"was in a very bad way. She was suffering  
from severe nervous debility. She wasted away  
to a skeleton, and appeared to have no blood in  
her body. She was so weakly that she could  
not walk without assistance, and was often  
compelled to keep to bed for days together.  
The doctors seemed to be much in the dark as  
to her ailment, and as impatient in treating her  
case as they had been in their treatment of mine,  
so I determined to experiment on her with the  
medicine which had proved such a boon to  
myself. The result was that within two  
months a few bottles of Mother Seigel's  
Curative Syrup changed her from a helpless  
invalid into a hearty, healthy, happy girl. She  
remains as well as one could wish her to be."  
Mrs. Hutchinson is well known in Jesmond  
and Lambton, and has lived in these places for  
twenty years. She is a native of Scotland, and  
came to Australia in 1872. [58]

**When Your Joints Are Stiff**  
and muscles sore from cold or  
rheumatism, when you slip and  
sprain a joint, strain your side  
or bruise yourself, Perry Davis'  
Painkiller will take out the  
soreness and fix you right in a  
jiffy. Always have it with you,  
and use it freely. USE  
**Painkiller**  
[1132-1]  
SIEN TING  
SURGEON DENTIST.  
No. 10, D'AGUILAR STREET.  
TERMS VERY MODERATE.  
Consultation Free.  
Hongkong, 21st March, 1903.  
THE AMERICAN SYSTEM  
OF  
DENTISTRY.  
DR. M. H. CHAUN,  
27, DES VOEUX ROAD CENTRAL, HONGKONG.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 10th March, 1903. [769]

**The bad germs causing the bad smells of soap factories are bad for the skin. Vinolia Soap is sweet, pure, and emollient.**  
1847-4  
**WM. POWELL, LD.,**  
DRESSMAKERS, DRAPERS, AND GENTLEMEN'S  
OUTFITTERS,  
28 AND 34, QUEEN'S ROAD CENTRAL.  
DRESSMAKING UNDER EXPERIENCED EUROPEAN  
SUPERVISION.  
GENERAL DRAPERY GOODS OF EVERY KIND ALWAYS  
IN STOCK.  
EVERYTHING FOR LADIES' AND CHILDREN'S WEAR.  
GENTLEMEN'S DEPARTMENT THOROUGHLY, UP-TO-DATE.  
SHIRTS, TIES, COLLARS, BOOTS, PANAMAS,  
RAINCOATS, ETC.  
NOBEL-GLASGOW EXPLOSIVES.  
DYNAMITE,  
GELATINE-DYNAMITE  
BLASTING GELATINE AND GELIGNITE,  
DETONATORS, SAFETY FUSE,  
AND ALL BLASTING ACCESSORIES.  
MAGAZINES AND DEPOTS AT  
HONGKONG, SHANGHAI, WEIHWAI.  
AGENTS—  
JARDINE, MATHESON & CO.  
JAPAN COALS.  
MITSUI BUSSAN KAISHA  
(MITSUI & CO.)  
HEAD OFFICE—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH—34, LIME STREET, E.C.  
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.  
OTHER BRANCHES:  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
Canton, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,  
Nagoya, Osaka, Kobe, Kure, Shimoda, Moji, Wakamatsu, Katsuta, Nagasaki,  
Kuchinotsu, Saasbo, Maidzuru, Miike, Hakodate, Taipei, &c.  
Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)  
CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State  
Railways, Principal Railway Companies and Industrial Works, Home and Foreign Mail  
and Freight Steamers,  
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ide Coal Mines; and  
SOLE AGENTS for Hokoku, Horo, Kanada, Fujinotani, Mamada, Manuwa, Oosara, Otani,  
Sasabara, Tsukubara, Yoshitani, Yoshio, Yumokibara, and other Coals.  
N. INUZUKA, Manager, Hongkong.  
[11]  
**RICHMOND GEM CIGARETTES.**  
RICHMOND GEM CIGARETTES ARE MADE FROM PURE SUN-CURED  
VIRGINIA NATURAL LEAF TOBACCO. ABSOLUTELY PURE.  
"THE NEATEST THING OF THE DAY."  
Packed by a special vacuum process in air-tight tins of 50's, with bamboo mouthpiece and a  
handsome carved Cigarette Case which fits the pocket.  
TO BE OBTAINED OF MESSRS. KRUSE & CO.  
MANUFACTURED BY  
**THE AMERICAN TOBACCO CO.**  
BRANCH  
**BRITISH-AMERICAN TOBACCO  
COMPANY, LIMITED.**  
[143]  
**HIGH-CLASS CHRISTMAS  
CAKES, decorated** ... from \$1.00  
Plain Christmas Cakes ... from \$1 to \$5.00  
German Band Cakes ... per dozen 0.50  
Assorted Pantry Cakes ... from 1.50  
Scotch Buns ... from 2.00  
Frieden Stollen ... per dozen 2.40  
Mince Pies ... from 3.00  
Chicken and Ham Pies ... from 2.40  
Game Pies ... from 5.00  
Christmas Puddings, &c., to Order.  
Please apply to WEISMAN & CO., 142,  
PRAYA EAST, ANGLO-AMERICAN STORES,  
64, ELGIN ROAD, or ROYAL ZEBRA  
WATER DEPOT, ICE HOUSE STREET.  
Hongkong, 19th December, 1902. [117-1]  
**DAVID CORSAIR & SON**  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
RELIANCE CROWN  
TARPAULING  
ARNHOLD, KARBERG & CO.  
Sole Agents.  
NOTICE.  
**WANG HING,**  
JEWELLER,  
has REMOVED to No. 10, QUEEN'S ROAD  
CENTRAL (opposite Messrs. KELLY AND  
WALSH) and has also kept his old Shop as a  
Branch Establishment, named WANG HING  
& CO.  
Hongkong, 23rd March, 1903. [472]



## SHIPPING.

## ARRIVALS.

May 27, Div. Portuguese gunboat, 720, Diogo, from Macao.  
 May 27, KANSU, British str., 1,142, Biddleley, Shanghai 29th May, General—BUTTERFIELD & SWIRE.  
 May 27, MATSUNO, British str., 1,614, W. D. Welsh, Sandakan 22nd May, Timber—JARDINE, MATHESON & CO.  
 May 27, WONGKOT, German str., 1,115, W. Behr, Bangkok 21st May, Rice—BUTTERFIELD & SWIRE.  
 May 28, AYE, British str., 1,355, W. H. Gibson, Karat 22nd May, Coal—M. B. KAPPA.  
 May 28, CARY, Dutch str., 1,000, German str., 774, H. Schalkier, Hoihow 27th May, General—JENSEN & CO.  
 May 28, CHIVO MARU, Japanese str., 1,182, M. Kitoaka, Chinkiang 23rd May, General—CHINESE.  
 May 28, DOYO MARU, Japanese str., 2,100, S. Ayoba, Chinkiang 24th May, General—CHINESE.  
 May 28, MALACCA, British str., 2,015, A. F. Street, Yokohama 12th May, General—P. & O. S. N. CO.  
 May 28, MANILA, British str., 2,711, H. G. H. Lovellins, London 18th April, General—P. & O. S. N. CO.  
 May 28, POMPEY, American str., 1,200, J. C. Range, Manila 25th May—U.S. GOVERNMENT.  
 May 28, ROSSEA, Russian str., 1,300, Stenins, Wuhu 22nd May, Rice—EAST ASIATIC TRADING CO.  
 May 28, SHANGHAI, German str., 1,600, M. E. Paquet, Zochow 25th May, Ballast—MELCHERS & CO.  
 May 28, TELMACHUS, British str., 1,340, Jas. Williamson, Saigon 24th May, Rice—flour and General—CHINESE.

## CLEARANCES.

AT THE HARBOR MASTER'S OFFICE.  
 28th May.  
 Anna, Norwegian str., for Lillo.  
 Chigo Maru, Japanese str., for Canton.  
 Doyo Maru, Japanese str., for Canton.  
 Kansa, British str., for Canton.  
 Loongang, British str., for Manila.  
 Princess Marie, Danish str., for Shanghai.  
 Hulsien, German str., for Swatow.  
 Verona, German str., for Kuchingtau.

## DEPARTURES.

28th May.  
 ANNA, Norwegian str., for Lillo.  
 KANSU, British str., for Canton.  
 LOONGANG, British str., for Manila.  
 MICHAEL, JENSEN, German str., for Hoihow.  
 PELEUS, British str., for Shanghai.  
 ROSS, German str., for Shanghai.  
 ROSSETTA MARU, Japanese str., for Manila.  
 VALE OF DOON, Samsuk bark, for Rajang.  
 WHANGPA, British str., for Shanghai.

## VESSELS IN DOCK.

28th May.  
 ABERDEEN DOCK—  
 Kowloon Dock—Montana, Canton River, Tayaba, San Joaquin, Jacob Diederichsen, Shantung, Decima, Empress of China, Cosmopolitan Dock—M. Stray.

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.  
 FOR SWATOW, AMOY AND TAMSUI.  
 THE Company's Steamship  
 "HAIMUN."  
 Captain Mutton, will be despatched for the above ports TO-DAY, the 29th inst., at 11 A.M.  
 For Freight or Passage, apply to  
 DOUGLAS LAFAIK & CO.,  
 General Managers.  
 Hongkong, 27th May, 1903. [1552]  
 FOR SINGAPORE AND CALCUTTA.  
 THE N.D.L. Steamship  
 "MARBURG."  
 Captain Stern, will be despatched for the above ports TO-DAY, the 29th inst., at 5 P.M.  
 For Freight, apply to  
 HAMBURG-AMERIKA LINIE,  
 Hongkong Office.  
 Hongkong, 28th May, 1903. [1546]  
 INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.  
 FOR SINGAPORE, PENANG AND CALCUTTA.  
 THE Company's Steamship  
 "KUMSANG."  
 Captain Baller, will be despatched as above TO-MORROW, the 30th inst., at Noon.  
 For Freight or Passage, apply to  
 JARDINE, MATHESON & CO.,  
 General Managers.  
 Hongkong, 28th May, 1903. [1524]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.  
 STEAM FOR  
 FIUME AND TRIESTE (DIRECT),  
 Calling at SINGAPORE, PENANG, RANGOON, COLOMBO, ADEN, SUEZ AND PORT SAID.  
 (Taking Cargo at through rates to the Brazils, to South Africa, Red Sea, Black Sea, Levant, Venice and Adriatic Ports.)  
 THE Company's Steamship  
 "MELPOMENE."  
 Captain Tosoni, will be despatched as above TO-MORROW, the 30th inst., P.M.  
 For information as to Passage and Freight, apply to  
 SANDER, WIELER & CO.,  
 Agents,  
 Princes' Buildings.  
 Hongkong, 28th May, 1903. [153]

NATAL LINE OF STEAMERS.  
 THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service between CALCUTTA. Sailings from CALCUTTA for Cape Ports every fortnight.  
 For Freight and further particulars, apply to  
 DODWELL & CO., LIMITED,  
 General Agents for China and Japan.  
 Hongkong, 4th August, 1897. [15]

## THE EAST ASIATIC COMPANY, LIMITED.

## FOR SHANGHAI AND HANKOW.

"PRINSESSE MARIE."  
 Captain Berentzen, will leave for the above ports on or about the 27th instant.  
 For Freight or Passage, apply to  
 MELCHERS & CO.,  
 Agents.  
 Hongkong, 21st May, 1903. [1492]

## NORDEUTSCHER LLOYD, BREMEN.

## NOTICE.

STEAM FOR JESSELTON, KUDAT AND SAKRAK.  
 Taking Cargo at Through Rates to TAWAO, LAHAD DATU AND LABUAN.  
 THE Company's Steamship

"BORNEO."  
 Captain Muhls, will be ready to load for the above ports on the 27th instant.  
 For Freight or Passage, apply to  
 MELCHERS & CO.,  
 Agents.  
 Hongkong, 21st May, 1903. [1491]

## EST ASIATIQUE FRANCAIS.

## FOR TONGKU.

"CAMBODGE."  
 Captain Declercq, will be ready to load on or about the 27th instant.  
 For Freight or Passage, apply to  
 MELCHERS & CO.,  
 Agents.  
 Hongkong, 21st May, 1903. [1493]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND FOCHOW.

## THE Company's Steamship

"HAICHING."  
 Captain Passmore, will be despatched for the above ports on SUNDAY, the 31st inst., at DAYLIGHT.  
 For Freight or Passage, apply to  
 DOUGLAS LAFAIK & CO.,  
 General Managers.  
 Hongkong, 27th May, 1903. [1557]

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTES FRANCAIS.

## FOR SHANGHAI, KOBE AND YOKOHAMA.

## THE Company's Steamship

"ANNAM."  
 Captain Girard, will be despatched for the above ports on or about SUNDAY, the 31st instant.  
 For Freight or Passage, apply to  
 G. DE CHAMPEAUX,  
 Agent.  
 Hongkong, 28th May, 1903. [1557]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR KOBE DIRECT.

## THE Company's Steamship

"PERLA."  
 Captain J. McGinly, will be despatched for the above port on MONDAY, the 1st June, at 4 P.M.  
 This Steamer has superior accommodation for Passengers, and is fitted with the Electric Light.  
 For Freight or Passage, apply to  
 SHEWAN, TOMES & CO.,  
 General Managers.  
 Hongkong, 29th May, 1903. [1544]

## FOR SINGAPORE, PENANG AND CALCUTTA.

## THE Steamship

"CATHERINE APCAR."  
 Captain A. Stewart, will be despatched for the above ports on THURSDAY, the 4th June, at Noon.  
 For Freight or Passage, apply to  
 DAVID SASSOUN & CO., LD.,  
 Agents.  
 Hongkong, 26th May, 1903. [1536]

## STEAMSHIP SERVICE TO NEW YORK.

## VIA SUEZ CANAL.

(With liberty to call at PHILIPPINE PORTS.)

## THE "Shire" Line Steamship

"JEMBROKSBIER."  
 The American Asiatic Steamship Company's "NORMAN ISLES" will be despatched on or about MONDAY, the 10th June.  
 For Freight, &c., apply to  
 SHEWAN, TOMES & CO.,  
 Agents.  
 Hongkong, 18th May, 1903. [1187]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
 THE Steamship  
 "EMPIRE."  
 Captain Helms, will be despatched as above on SATURDAY, the 6th June, at DAYLIGHT.  
 This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.  
 The Steamer is furnished throughout with the electric light.  
 A stewardess and a duly qualified surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the Steamer of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
 GIBB, LIVINGSTON & CO.,  
 Agents.  
 Hongkong, 29th May, 1903. [1430]

## HONGKONG-MACAO LINE.

## SS. "WING CHAI."

Captain Samuel Bell Smith.  
 Daily Departure from Hongkong to Macao at 8 A.M., from Macao to Hongkong at 2 P.M., Sunday included.  
 1st Class fare (including cabin and servant), \$3; return ticket, \$5.  
 2nd Class, \$1.50; return ticket, \$2.50.  
 3rd Class, \$1.  
 Steerage, \$0.50.  
 Superior cabin accommodation.  
 Wharf in Hongkong, opposite Central Market; at Macao, C. M. S. N. Company's Wharf.  
 For Freight, &c., apply to  
 SAM WANG & CO., LD.,  
 81, Queen's Road Central.  
 Hongkong, 29th April, 1903. [149]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR PORTLAND, OREGON OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	Tons	CAPTAIN	TO SAIL ON
"INDRASAMHA"	5,197	R. P. Craven	June 14, 1903
"INDRAVELLI"	4,899	W. E. Craven	July 14, 1903
"INDRAURA"	4,899	A. K. Hollingsworth	August 14, 1903

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

Hongkong, 25th May, 1903. ALLAN CAMERON, GENERAL AGENT. [174]

## TOYO KISEN KAISHA

## MANILA LINE.

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

Largest and Fastest Steamer on the route. Excellent Accommodation. Cuisine Unexcelled. Unrivaled Speed. Fitted throughout with Electric Light. Doctor and Stewardess carried.

Steamship	Captain	Tons	Sailing Date
"ROHILLA MARU"	E. P. Bishop	3,869	Tuesday, 2nd June, at 11 A.M.
"ROSETTA MARU"	N. Tate	3,876	Saturday, 6th June, at 11 A.M.

For Freight or Passage, apply at the Company's Office, 3, Queen's Building, Ice House Street.  
 Hongkong, 25th May, 1903. K. NAKASHIMA, Manager. [478]

## NIPPON YUSEN KAISHA

## (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
KAN-OWA MARU	MARSEILLES, LONDON and ANTWERP via SHANGHAI, MOJI, KOBE and YOKOHAMA	SATURDAY, 30th May, at DAYLIGHT.
KAGOSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 2nd June, at Noon.
K. Kori	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 2nd June, at 4 P.M.
AKI MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 5th June, at DAYLIGHT.
TAMBA MARU	MOJI, KOBE and YOKOHAMA	FRIDAY, 12th June, at Noon.
HIROSHIMA MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	SATURDAY, 13th June, at DAYLIGHT.
SADO MARU	BOMBAY, via SINGAPORE and COLOMBO	TUESDAY, 16th June, at Noon.
BOMBAY MARU	VICTORIA, B.C. and SEATTLE, U.S.A. via SHANGHAI, MOJI, KOBE and YOKOHAMA	TUESDAY, 16th June, at 4 P.M.
SHINANO MARU	NAGASAKI, KOBE and YOKOHAMA	WEDNESDAY, 17th June, at Noon.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.  
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.  
 A. S. MIHARA, Manager. [9]

## NORTHERN PACIFIC STEAMSHIP CO.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Captain	Tons	Sailing Date
SHAWMUT	W. M. Smith	9,606	May 30th
OLYMPIA	J. Truebridge	2,837	June 24th
TREMONT	T. W. Garlick	9,606	June 30th
TACOMA	A. Dixon	2,812	July 6th

Steamers marked \* have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES OF THE UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to  
 DODWELL & COMPANY, LIMITED,  
 GENERAL AGENTS.

## IMPERIAL GERMAN MAIL LINE.

## NORDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LODGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS	SAILING DATES
STUTTGART	THURSDAY 11th June
ROON	THURSDAY 15th June
PREUSSEN	THURSDAY 25th June
HAMBURG	THURSDAY 3rd July
PRINZ HEINRICH	THURSDAY 23rd July
SACHSE	THURSDAY 6th August
* KLAUSCHOW	THURSDAY 20th August
BAYERN	THURSDAY 3rd September
* Steamers of the Hamburg-Amerika Linie	THURSDAY 17th September

\* Calling at Amsterdam.

ON THURSDAY, the 11th day of June, 1903, at Noon, the Steamship "STUTTGART" of the NORDEUTSCHER LLOYD, Captain P. Grosse, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 9th June; Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 10th June; and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 10th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to  
 MELCHERS & CO., AGENTS.  
 Hongkong, 28th May, 1903. [15]

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. Surgeon carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA

## STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons	CAPTAIN	FOR	SAILING DATE
ZAFIRO	2540	R. Rodger	Manila Direct	Sat., 30th May, 10 A.M.
RUBI	2540	R. W. Almond	Manila Direct	Sat., 6th June, 10 A.M.
PERLA	1880	J. McGinly		

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
 GENERAL MANAGERS.

Hongkong, 25th May, 1903.

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON AND ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	MALACCA	Noon, 29th May	Freight or Passage.
	A. F. Street		

YOKOHAMA, via SHANGHAI, HAI and KOBE (Passing through the Inland Sea)

STEAMERS	TO SAIL ON	REMARKS
MANILA	About 30th May	Freight or Passage.
H. G. H. Lovellins		

SINGAPORE, COLOMBO and TIENTSIN

STEAMERS	TO SAIL ON	REMARKS
H. W. Kourick	About 2nd June	Freight only.

LONDON, &c.

STEAMERS	TO SAIL ON	REMARKS
W. B. Palmer	Noon, 6th June	See Special Advertisement.

SHANGHAI

STEAMERS	TO SAIL ON	REMARKS
MASSILIA	About 6th June	Freight or Passage.
G. W. Cockman, S.N.S.		

For further Particulars, apply to

E. A. HEWETT,  
 Superintendent.

Hongkong, 28th May, 1903.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, via SWATOW AND AMOY	"DAIGI MARU"	MONDAY, 1st June
TAMSUI, via SWATOW AND AMOY	"DALIN MARU"	SUNDAY, 7th June
FOOCHOW, via SWATOW AND AMOY	"ANPING MARU"	WEDNESDAY, 3rd June
ANPING, via SWATOW AND AMOY	"MAIDZURU MARU"	WEDNESDAY, 9th June

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Vaux Road Central.

Hongkong, 28th May, 1903. T. ARIIMA, Manager. [15]

## HAMBURG-AMERIKA LINIE.

## NORDEUTSCHER LLOYD.

## OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIEST, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
NUBIA	NEW YORK, via PORTS	On 2nd June. Freight.
SEGOVIA	HAYLE, BREMEN and HAMBURG (Calling at Singapore and Colombo)	On 2nd June. Freight.
STAS-BURG	HAYLE and HAMBURG (Calling at Singapore and Penang)	On 16th June. Freight & Passengers.
SUEVIA	HAYLE and HAMBURG (Calling at Singapore and Penang)	On 30th June. Freight & Passengers.
NUTENBERG	HAYLE and HAMBURG (Calling at Singapore and Penang)	On 14th July. Freight.
WUEZBURG	HAYLE and HAMBURG (Calling at Singapore and Penang)	On 28th July. Freight & Passengers.
BADENIA	HAYLE and HAMBURG (Calling at Singapore and Penang)	On 11th Aug. Freight.



# OCEAN STEAM SHIP CO. LD.

## CHINA MUTUAL STEAM NAVIGATION CO., LD.

### JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.  
MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.		
FROM	STEAMERS	TO
GLASGOW and LIVERPOOL...	"YANGTSE"	On 4th June.
GLASGOW and LIVERPOOL...	"OUPACK"	On 8th June.
GLASGOW and LIVERPOOL...	"TELEMACHUS"	On 15th June.
GLASGOW and LIVERPOOL...	"PROMETHEUS"	On 20th June.
GLASGOW and LIVERPOOL...	"STENTOR"	On 27th June.
GLASGOW and LIVERPOOL...	"TYDEUS"	On 3rd July.

HOMWARDS.		
FOR	STEAMERS	TO
LONDON	"CALCHAS"	On 6th June.
LONDON	"HYSON"	On 20th June.
LONDON and ANTWERP	"ANTENOR"	On 23rd June.
LONDON and ANTWERP	"ALCINOUS"	On 7th July.
LONDON and ANTWERP	"OUPACK"	On 14th July.
LONDON and ANTWERP	"PELEUS"	On 21st July.

TRANS-PACIFIC SERVICE.  
FOR VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE, and YOKOHAMA.  
The S.S. "DANEA" left Tacoma on the 14th inst. for Kobe and Hongkong.  
For Freight, apply to—  
**BUTTERFIELD & SWIRE.**  
AGENTS.  
[10-12]

Hongkong, 29th May, 1903.

## CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO
SHANGHAI	"HANGCHOW"	On 29th May.
NINGPOO and SHANGHAI	"TAM-SUI"	On 1st June.
CHEFOO and TIENTSIN	"NANCHANG"	On 1st June.
YOKOHAMA	"KWANGSI"	On 2nd June.
MANILA	"KUNGLANG"	On 3rd June.
MANILA	"CHANGSHA"	On 3rd June.

PORT DAIWIN, THURSDAY, ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, MELBOURNE, SYDNEY & MELBOURNE.  
The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.  
Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.  
For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS.  
[11]

Hongkong, 29th May, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.  
(With liberty to call at Philippine Ports).

PROPOSED SAILING FROM HONGKONG.  
THE Steamship  
"HUDSON"  
will be despatched for the above ports on or about the 25th instant.  
For Freight and further information, apply to  
STANDARD OIL COMPANY  
OF NEW YORK,  
Oriental Freight Department,  
Agents.  
[1418]

COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUEBOTS-POSTES FRANCAIS.  
STEAM FOR  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, CALCUTTA, MADRAS, EGYPT, MARSEILLE, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, ALGER.  
ALSO  
PORTS OF BRAZIL AND RIVER PLATE.

ON TUESDAY, the 2nd June, 1903, at 11 A.M., the Company's Steamship "SALAZAR," Captain Aubert, with Mail, Passengers, Specie and Cargo, will leave this Port for MARSEILLE via Ports of Call, WITHOUT TRANSHIPMENT.  
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping Orders will be granted till Noon only on Monday, the 1st June. Specie and Parcels received until 4 P.M. on the same day.  
No Cargo will be received on board on Tuesday.  
Parcels are not to be sent on board; they must be left at the Agency's Office. Contents and Value of Packages are required.  
For further particulars, apply at the Company's Office.  
G. DE CHAMPEAUX,  
Agent.  
[12]

REGULAR STEAMSHIP SERVICE TO NEW YORK.  
VIA PORTS AND SUEZ CANAL.  
(With liberty to call at Philippine Ports).  
PROPOSED SAILINGS FROM HONGKONG, 1903.  
"CHARLES TIBERGHIEN" 15th June.  
"MACDUFF" 10th July.  
For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.  
[1125]

"GLEN" LINE OF STEAMSHIPS.  
FOR LONDON AND ANTWERP, VIA SUEZ CANAL.  
THE Steamship  
"GLENFARG,"  
Captain Holman, will be despatched as above on TUESDAY, the 23rd June.  
For Freight or Passage, apply to  
MCGREGOR BROS. & GOW,  
Agents.  
[1569]

Hongkong, 29th May, 1903.

AMERICAN AND ORIENTAL TRANSPORT LINE.  
STEAM FOR NEW YORK VIA SUEZ CANAL.  
THE Company's Steamship  
"HEATHFORD"  
will be despatched on FRIDAY, the 5th June.  
For Freight, apply to  
ARNHOLD KARBURG & CO.,  
General Eastern Agents for China.  
Hongkong, 29th May, 1903. [1308]

"BEN" LINE OF STEAMERS.  
FOR GENOA, ANTWERP AND LONDON.  
THE Steamship  
"BENMOHR,"  
Captain Wallace, will be despatched as above on SATURDAY, the 6th June.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.  
[1559]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.  
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.  
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.  
THE Steamship  
"VALETTA,"  
Captain W. B. Palmer, carrying His Majesty's Mails, will be despatched from this Port for Bombay, on SATURDAY, the 6th JUNE, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transshipment.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to  
E. A. HEWETT,  
Superintendent.  
[13]

CHINA NAVIGATION CO., LIMITED.  
HONGKONG-MANILA.  
REDUCED SALOON PASSAGE MONEY,  
SINGLE, \$25; RETURN, \$40.

AMBER FITTED THROUGHOUT WITH FIRST CLASS ACCOMMODATION. UNRIVALLED TABLE. DULY QUALIFIED SURGEON CARRIED.  
**BUTTERFIELD & SWIRE**  
AGENTS.  
[239]

Hongkong, 1st May, 1903.

Hongkong, 29th May, 1903.

Hongkong, 29th May, 1903.

FOR SAMSHUI, VIA KONGMOON AND KUMCHUK.

THE Steamship  
"PAK KONG"  
will be despatched for the above ports every TUESDAY, THURSDAY and SATURDAY, at 5 P.M. Ample accommodation for European Passengers.  
For Freight or Passage apply on board, or to  
KWONG WAN STEAMBOAT CO., LD.,  
15 and 16, Cross Street, Pray West,  
Hongkong, 6th May, 1903. [1253]

WING ON STEAMSHIP COMPANY.

HONGKONG-MACAO LINE.

S.S. "CHU KONG" (Captain Mason)

DEPARTURES from Hongkong to Macao daily at 7.30 A.M. (Sunday included).  
Departures from Macao to Hongkong daily at 2 P.M. (Sunday included).  
This steamer is the fastest and has superior Cabin accommodation.  
FARES:  
1st Class ... \$1.50  
2nd ... 0.75  
3rd ... 0.30  
Further Particulars may be obtained at the Office of the  
WING ON STEAMSHIP CO.,  
No. 42, Beach Street West,  
Hongkong, 16th May, 1903. [646]

NOTICES TO CONSIGNEES.

THE EAST ASIATIC COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESSE MARIE,"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.  
Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., the 25th inst.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 1st June, will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Monday, the 1st June.  
All Claims must reach us before the 4th June, or they will not be recognised.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the undersigned.  
MELCHERS & CO.,  
Agents.  
[1534]

Hongkong, 25th May, 1903.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND,"

FROM ANTWERP, LONDON AND STRAIT.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence and/or from the wharves delivery may be obtained.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 30th inst., will be subject to rent.  
All claims against the steamer must be presented to the Underwriter on or before the 6th June or they will not be recognised.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th inst., at 3 P.M.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
GIBB, LIVINGSTON & CO.,  
Agents.  
[1525]

Hongkong, 23rd May, 1903.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD.

HAMBURG-AMERICA LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"ROON,"

OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.  
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 27th May.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 3rd of June will be subject to rent.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on Wednesday, the 3rd June, at 9.30 A.M.  
All Claims must reach us before the 6th June, or they will not be recognised.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the undersigned.  
NORDDEUTSCHER LLOYD.  
MELCHERS & CO.,  
Agents.  
[15]

Hongkong, 27th May, 1903.

OCEAN STEAMSHIP COMPANY, LIMITED.

AND

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"PELEUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will be at Consignees' risk. The Cargo will be left for delivery from Craft or Godown on and after the 28th instant, unless notice is given prior to steamer's arrival.  
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M., on the 3rd prox.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox. will be subject to rent.  
All Claims against the Steamer must be presented to the undersigned on or before the 10th prox., or they will not be recognised.  
No Fire Insurance has been effected.  
BUTTERFIELD & SWIRE,  
Agents.  
[10-12]

Hongkong, 27th May, 1903.

Hongkong, 27th May, 1903.

Hongkong, 27th May, 1903.

Hongkong, 27th May, 1903.

Hongkong, 27th May, 1903.

Hongkong, 27th May, 1903.

Hongkong, 27th May, 1903.

Hongkong, 27th May, 1903.

Hongkong, 27th May, 1903.

Hongkong, 27th May, 1903.

Hongkong, 27th May, 1903.

Hongkong, 27th May, 1903.

Hongkong, 27th May, 1903.

Hongkong, 27th May, 1903.

Hongkong, 27th May, 1903.

Hongkong, 27th May, 1903.

Hongkong, 27th May, 1903.

Hongkong, 27th May, 1903.

Hongkong, 27th May, 1903.

Hongkong, 27th May, 1903.

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.  
Cargo impeding the discharge will be landed at once at Consignees' risk and expense.  
Cargo remaining on board after 4 P.M., of the 28th instant, will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.  
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
DAVID SASSOON & CO., LD.,  
Agents.  
[1536]

Hongkong, 25th May, 1903.

NOT RESPONSIBLE FOR DEBTS.

NEITHER the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Captain or the Crew of the following Vessels during their stay in Hongkong Harbour:—  
DRAKWARD, Swedish bark, A. P. Larsson—Jardine, Matheson & Co.  
KENTMERE, British 4-m. bark, T. E. Burch—Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Brakins, en route to Weihaiwei.  
Albion, battleship, 12,950 tons, 16 guns, Capt. Thomas H. M. Jorram, Jap n.  
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. Rowland Nugent, Hongkong.  
Amphitrite, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. Charles Windham, C.V.O., en route Yokohama.  
Argonaut, 1st class cruiser, 11,000 tons, 18,000 h.p., Capt. G. H. Clancy, E.N., Weihaiwei.  
Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. G. Stopford, at Weihaiwei.  
Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. F. M. Leake, at Weihaiwei.  
Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. Thos. D. Pratt, Weihaiwei.  
Cressy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. Henry M. T. Tudor, Japan.  
Edipus, cruiser, 5,600 tons, 11 guns, Captain Stokes, Japan.  
Espiegle, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barker, at Shanghai.  
Fame, torpedo-boat destroyer, 350 tons, 6 guns, 2,700 h.p., in reserve.  
Fearless, cruiser, 443 tons, 12 guns, Capt. J. I. Graham, Japan.  
Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, en route to Weihaiwei.  
Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain F. H. Henderson, O.M.G., Japan.  
Handy, torpedo-boat destroyer, 250 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. H. L. Wells, Weihaiwei.  
Hart, torpedo-boat destroyer, 280 tons, 6 guns, 4,000 h.p., in reserve.  
Humber, storeship, 1,640 tons, Comdr. John D. Dalrymple, Weihaiwei.  
Juno, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., Lieut.-Comdr. Cyril Asser, Weihaiwei.  
Kinsale, river gunboat, 331 tons, Lieut.-Comdr. G. B. Powell, on Yangtze.  
Moonraker, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. G. G. Webster, West River.  
Mudra, sloop, 930 tons, 10 guns, Comdr. C. W. M. Plenderleath, en route to Shanghai.  
Ocean, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain Richard W. White, at Mirs Bay.  
Otter, torpedo-boat destroyer, 350 tons, Lieut.-Comdr. G. C. Codrington, Weihaiwei.  
Phonix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, Sandakan.  
Rambler, surveying-ship, 553 tons, Capt. Morris H. Smyth, Shanghai.  
Rinaldo, sloop, 930 tons, 10 guns, Comdr. D. St. Aubyn, W. I. I., Japan.  
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. John P. Levy, on Hongkong.  
Rosario, sloop, 930 tons, 6 guns, 11,497 h.p., Comdr. A. W. Hamilton, en route to Shanghai.  
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Macray Macleod, Look-hat, Hongkong.  
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Ernest W. G. Davidson, on Yangtze.  
Takt, torpedo-boat destroyer, 250 tons, 6 guns, 1,500 h.p., in reserve.  
Tulbot, cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Lewis Bayley, at Shanghai.  
Tamar, receiving ship, 4,600 tons, 6 guns, Commodore Robinson, A.D.C., at Hongkong.  
Teal, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. E. F. R. Dagmore, on Yangtze.  
Thetis, cruiser, 3,400 tons, Capt. J. C. A. Wilkinson, Shanghai.  
Tweed, gunboat, 352 tons, 3 guns, 200 h.p., at Yangtze.  
Vestal, sloop, 930 tons, 10 guns, 1,400 h.p., Comdr. Stuart St. J. Fargahar, Shanghai.  
Waterwitch, surveying-ship, 520 tons, 450 h.p., Lieut.-Comdr. E. C. Hardy, en route Weihaiwei.  
Whiting, torpedo-boat destroyer, 339 tons, 6 guns, 5,900 h.p., in reserve.  
Wivern, coast defence ship, armoured, 1,275 tons, 1,000 h.p., in reserve, at Hongkong.

ON SALE.

THE

DIRECTORY AND CHRONICLE

FOR

CHINA, JAPAN, COREA, INDO-CHINA

SIAM, STRAITS SETTLEMENTS,

MALAY STATES, NETHER-

LANDS INDIA, PHILIP-

PINES, BORNEO, &c.,

WITH WHICH ARE INCORPORATED

THE CHINA DIRECTORY

AND

THE HONGKONG DIRECTORY

AND HONG LIST FOR THE FAR EAST

FOR

1902.

THE FORTY-FIRST ANNUAL ISSUE.

AUTOMATIC MAUSER

PISTOLS.

VALLEE 7.63 M.M.

WITH CHAMBER FOR 10 CARTRIDGES

FIRING 10 SHOTS IN 2 SECONDS.

SIEMSEN & CO.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

Hongkong 3rd October, 1904.

THE  
CHINA AND JAPAN  
TELEPHONE AND ELECTRIC  
COMPANY, LIMITED.

HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.

SUBSCRIPTIONS:—

EXCHANGE LINES.



